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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	USSR (Tambov Oblast)	REPORT NO.	
SUBJECT	1. Soviet Freight Car Repair and Maintenance 2. Kochetovka Railroad Car Repair Depot	DATE DISTR.	31 May 1955
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PLACE ACQUIRED		REFERENCES	
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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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REPORT NO

COUNTRY USSR (Tambov Oblast)

DATE DISTR. 21 April 1955

SUBJECT 1. Soviet Freight Car Repair and Maintenance
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DATE OF INFORMATION 50X1

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SOURCE

1. Repairs to freight cars were made when repairs were needed. The types of freight car repairs and the time required for each are given below:

   a. Capital repair - one week to 10 days

   b. Medium repair - five to six days

   c. Yearly repair - up to one day

   d. Continuous (or current) - no longer than eight hours

2. Ordinarily, freight cars were never returned for capital, medium, or yearly repair before the expiration of the required time unless damage had been sustained. Yearly repair, which included the changing of wheels, bearings, springs, and axle boxes, was usually done on time and, occasionally, ahead of schedule. Capital, medium, and yearly repairs were usually performed at any major repair station where the car happened to be when the time interval had expired. However, the time required to perform capital and medium repair often took longer than necessary because of a lack of all types of parts and materials; these parts and materials included lumber, bolts, nuts, etc.

3. When repairs to a freight car had been completed, the following information was painted on the side of the car in black or white paint:

   a. The plant in which the car had been constructed

   b. The rail line to which the car belonged

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c. When and at which station capital, medium, and yearly repair was last performed

d. The serial number of the car

A small metallic container on which the words "tekh pasport" appeared was attached to the side of each car below the roof. Paper documents were kept in this container and indicated where and when the car had been constructed as well as a complete record of all repairs that had previously been made.

When brakes were replaced on a freight car, the following information was painted in white on the brake cylinders: the date and station where the brakes had been installed or replaced and the rail line to which the car belonged. For example,

2-V-53
ST Kochetovka
MRS

meant that the car's brakes had been replaced on 2 May 1953 at Kochetovka and that the car belonged to the Moscow-Ryazan' Railroad. The same data as above was also stamped on both ends of the axle when a wheel was replaced. Small repairs were not noted on any portion of the car.

The most frequent types of freight car breakdowns were cracked axle boxes and broken springs. Source believes that these breakdowns were mainly due to overloading the cars and this was a normal occurence. He also believes that hot boxes rarely occurred because the train master (vagonyy master) was responsible for their inspection. When a train master was found to be negligent in this inspection, he was heavily fined. Train masters inspected bearings and other parts of the cars at all large stations and, when necessary, issued orders to have the faulty part, or parts, repaired or replaced. Source claims that cold weather had no noticeable effect on increasing or decreasing freight car breakdowns.

Source did not know the quantity of oil used in the normal oiling of axle boxes. The boxes of each car were inspected whenever a train stopped at a station. When necessary, oil was added to a level where it barely touched the axle. A heavier grade of oil was used in the summer than in the winter. Oil waste was replaced more frequently in winter than in the summer but source did not know how often this was done.

When one freight car needed repair, the entire train was never held up at any large station for more than a few minutes after its scheduled departure time. When it had been ascertained that repair had to be made and that the repair would delay the departure of the train for more than a few minutes, the broken car was uncoupled and replaced. Thus, the train was allowed to depart on schedule.

After each car had been repaired, it was inspected and passed on by a train car inspector (priyemshchik vagonov) who was under the jurisdiction of the Ministry of Railways. If the train car inspector did not approve the work, it was done over.

It is source's opinion that repair work on freight cars was satisfactory and he knew of no cases when cars were returned to the shops because of inadequate repair. See page 4 for the site layout of the Kochetovka (N 52-58, E 40-30) freight car repair depot.

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Legend to page 4

Note: The following sketch and this legend should be accepted with reservations, inasmuch as source previously claimed that he did not remember details of this depot well enough to make a sketch. 50X1

Kochetovka railroad car repair building. This structure was a brick roofed building, 70 m x 50 m, which could accommodate 4 or 5 cars. Only major repair work was done in this building. There were two tracks inside the building.

Two wooden gates which were closed on holidays.

. Welding shop.

. Machine tool workshop.

. Blacksmith shop.

. A club.

. A parts room.

. A chimney, 40 m high, which was connected with the heating plant; the heating plant did not operate during the summer.

. A fenced-in area which contained additional railroad tracks. Minor repair work was performed here. The wooden fence around this area was 1½ meters high.

. A pile of lumber. This lumber was used to repair the railroad cars.

. A gate which was always kept closed.

. A gate.

. A fenced-in area where minor repairs were done. This area contained five or six tracks which could accommodate 20 to 30 cars. The area was fenced on three sides by a 1½ meter-high fence.

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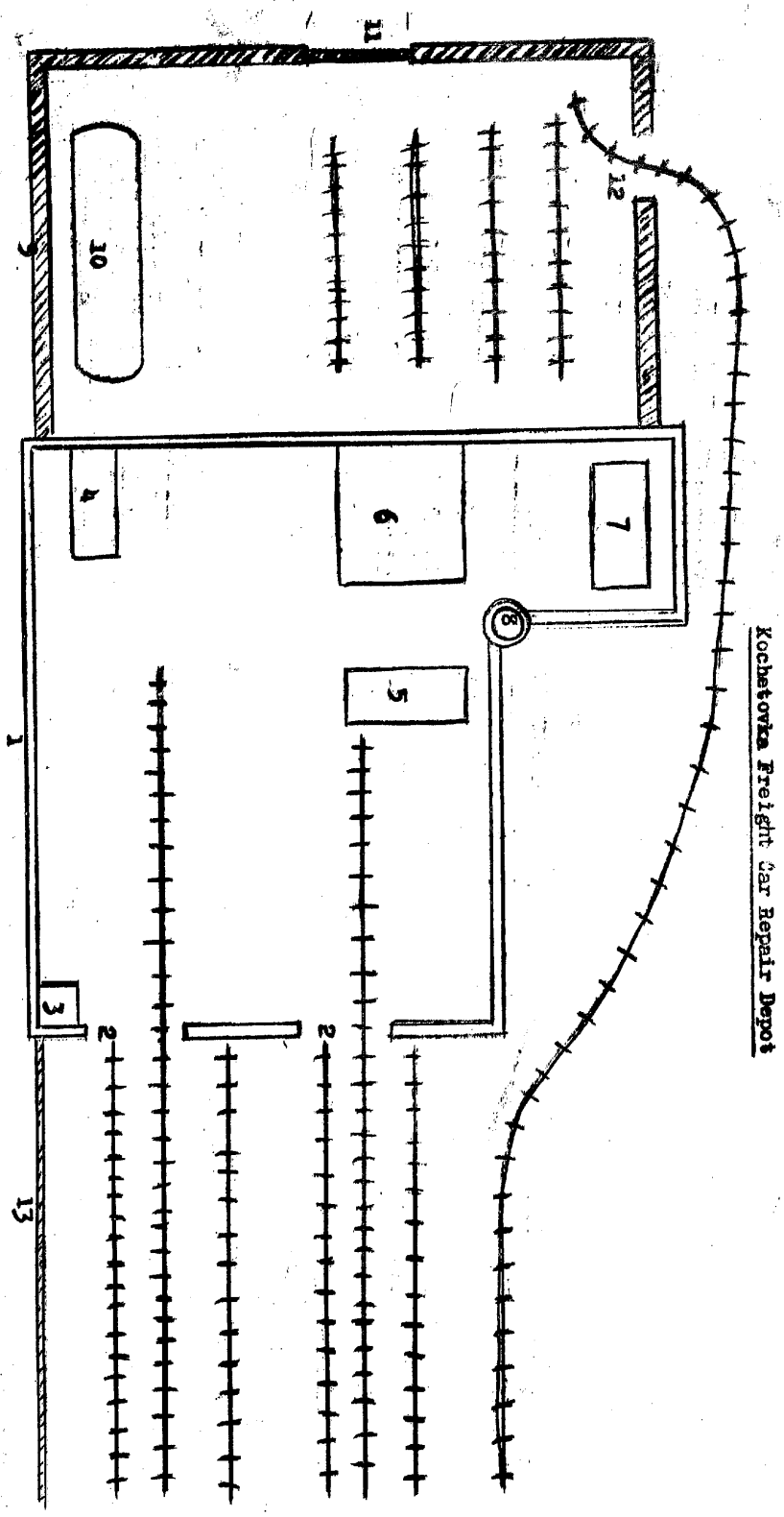

Memory Sketch - Not to scale